

2500M

Introduced:	Spring 1972: still in production
Chassis:	Multi-tubular backbone; 14G and 16G 1 1/2 in. diameter tubing
Suspension F and R:	Independent by coil springs and unequal length wishbones
Engine:	Triumph TR6 2498 c.c. with twin Stromberg carbs and all synchro gearbox
Power output:	106 b.h.p. at 4950 r.p.m.
Steering:	Rack and pinion
Brakes:	Girling 10 7/8 in. front discs; 9 in. x 1 3/4 in. rear drums; dual circuit, servo assisted
Wheels:	5 1/2J x 15 in. aluminium alloy (6JK x 14 in. alloy from autumn 1973)
Wheelbase:	7 ft. 6 in.
Track:	Front 4 ft. 5 3/4 in.; rear 4 ft. 5 3/4 in.
Overall dimensions:	Length 12 ft. 11 in.; width 5 ft. 4 in.; height 3 ft. 11 in.
Fuel tank capacity:	12 gallons
Kerb weight:	Approx. 20 cwt.
Approx. performance:	0-60 m.p.h. in 10 secs.; 118 m.p.h. maximum
Price on introduction:	£1560 in kit form
Optional extras:	Sun roof, heated rear window, laminated windscreen, vinyl roof covering, tinted glass, overdrive.

Auto Enthusiast magazine: 'Although earlier TVRs were very good cars by any standards, this new one is streets ahead.'